

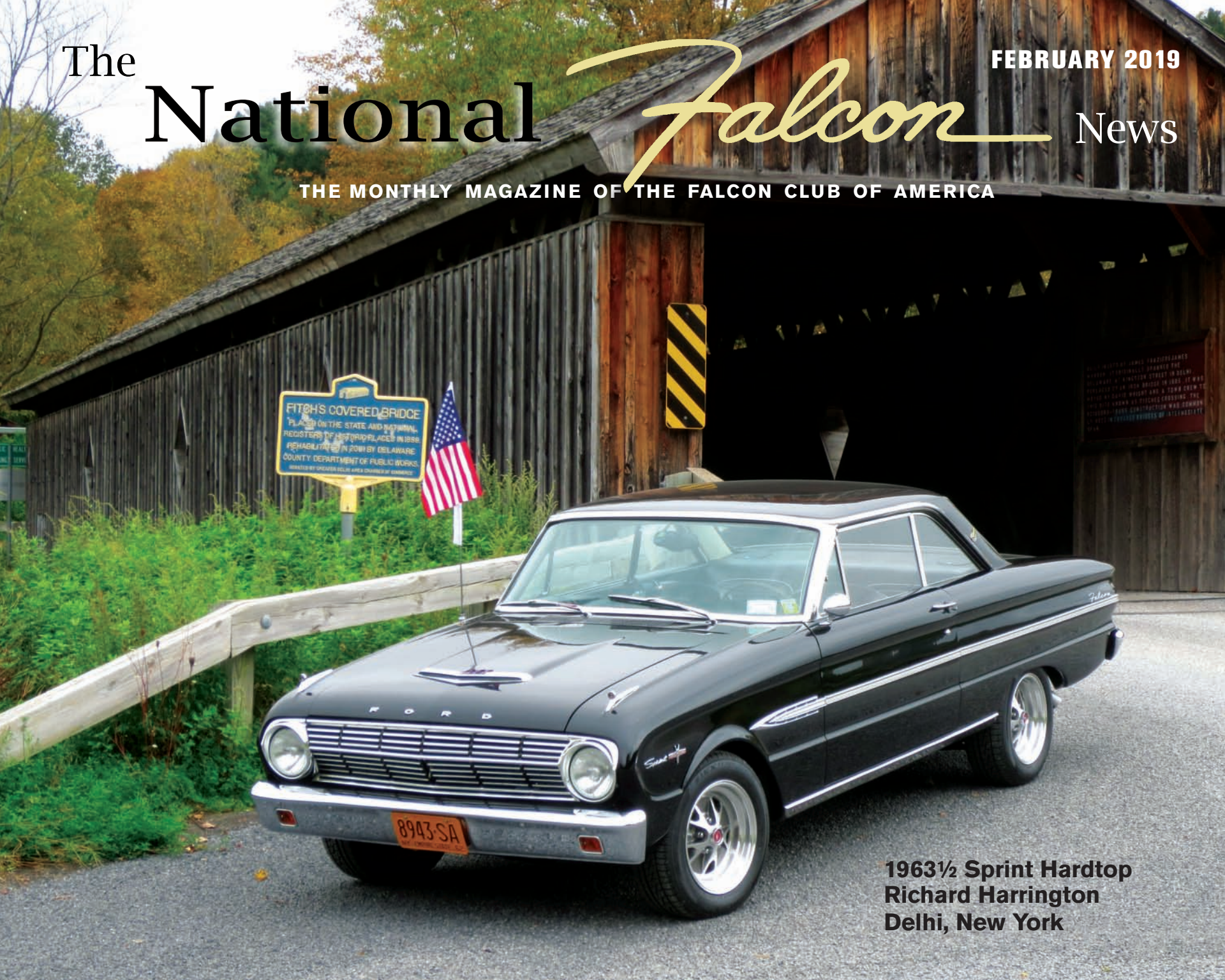
The National

Falcon

FEBRUARY 2019

News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1963½ Sprint Hardtop
Richard Harrington
Delhi, New York

ON THE COVER

Richard Harrington (FCA #12563) 1963½ Sprint Two-Door Hardtop Delhi, New York / Titusville, Florida

A 1963 black Falcon was the first car Dick bought as a teen. It was the car he had when he and his wife Linda met. After their second daughter finished college, he decided he wanted to find a car like his original '63 hardtop. He found the hardtop featured on our cover and completely restored it, then painted it black. He has also restored and still owns a 1963 white Ranchero as well as a red 1963 Sprint convertible.

Dick and Linda now split their time living in Delhi, New York and Titusville, Florida. Dick contributes technical articles and other articles on a regular basis to our magazine. He also serves on the Board of Directors for the Falcon Club of America.

The cover photo was taken in front of Fitch's Covered Bridge in Delaware County, New York. More on the Harringtons, additional photos, and facts about this bridge can be found on pages 24–25.

IT'S 2019 AND WE'D LIKE TO FEATURE A 1969 FALCON. DOES YOURS QUALIFY?

- Do you have a 1969 Falcon that could be featured on our cover?
Do you have a hi-resolution photo of your car?
- Does your 1969 Falcon have a story to be shared?
- Your 1969 Falcon can be a two-door or four-door sedan/Futura, two-door Sports Coupe, or a station wagon.
- Your Falcon can be original, modified, a daily driver, a trailer queen or a work in progress.
- Please send photos/articles to editor@falconclub.com.

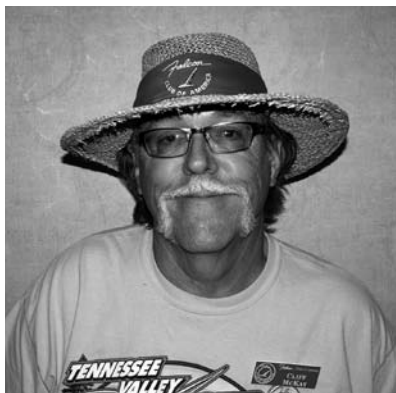
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The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to editor@falconclub.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

“Many of our chapters do winter garage meets or chapter projects for members who may not be able to take on a major project.”

Most all of our great Falcons have been stored away for the worst of yet another winter; hopefully though we've all been able to get around to have fun with our local FCA chapter friends. Hey guys and gals, you best also be remembering to be extra sweet this month toward those significant others! A special treat for putting up with us and our toys is really a small token of appreciation for their understanding.

In my home Wheat State chapter “if you feed us, we will come” is taken literally. Our winter meetings are a chance to share some winter food favorites too. Many of our chapters have garage meets or chapter projects for members who may not be able to take on a major project by themselves. This is one of the greatest things we as a club can do, whether it's for an FCA member or not. If your local chapter does take on a special project, it would make a great story to send to Janet for our magazine, too! Take some good photos, write a brief story, and submit it. We'd all love to hear about it.

Again it is never too early to start thinking about prepping your ride for a run to a Regional or National meet later this year. Make a list of things to take and things to do or see on the way. Or try writing down a wish list of things to be on the lookout for in the swap area. In your chapter, find out who might be interested in going and if cruisin' together would work for your individual schedules. Migrating as a flock can be a fun way to go to these events, especially if the cars have two-way radios to keep in touch.

If you have any specific ideas for items you might like to see in the FCA store at this year's Nationals,

please let our store ladies know and they will consider your request. Please keep in mind that we have to place orders months in advance for our inventory to be produced and delivered in time for these events.

Speaking of our 2019 Nationals...I strongly encourage early registration for the Meet and early reservations with the hotel. Personally I strongly recommend dialing the hotel number directly for reservations. Both of these early actions assist the chapters sponsoring these events with funding. Our event reservations provide us clout with the event hotel management. If you have not yet done so, please check out the 2019 Nationals link at our website and see what Colorado and the Winter Park areas have to offer. Again remember that you can conveniently complete your registration on-line through our website or fill out the paper registration form on this month's wrap and send it through the mail.

Donations from our members and chapters are always very helpful to those hosting our Regional and National events. For that I wish to say thank you to each and every one of you for your continued support of these events.

Here is looking forward to a beautiful springtime and, until then, have fun working on those projects as your weather permits. For those who can, enjoy a late winter cruise in your Falcons; jealous I will be! Always remember to include youngsters in your plans for a car shows, and be willing to lend a hand to help them get into a Falcon of their own!

—Cliff McKay (FCA #7987)
Peck, Kansas



KEYSTONE CHAPTER

Serving the Geographical Areas of Eastern Pennsylvania, Northern New Jersey, and Southern New York

Boyertown Museum Tour October 2018

Eight people from the Keystone Chapter visited The Boyertown Museum of Historic Vehicles—a hidden Pennsylvania treasure. The Museum preserves local road transportation history. Almost all of the vehicles, from cars and trucks to wagons and carriages, were built in Pennsylvania. Automotive literature and memorabilia is also highlighted. Jeff and Renee Wied organized the trip and were joined by fellow chapter members Frank and Ginny Servas, Paul and Chrissie Leonetti (from New Jersey), and Bruce and Pam Wolfe. After the museum the Jukebox Café served them a great lunch. They worked off those calories at the Wilcox Farm Corn Maze, finishing the day at the farm store for some hand dipped ice cream.



Macungie Das Awkscht Fescht August 2018

Each year the Macungie Das Awkscht Fescht celebrates with live music, children's entertainment and activities, artisans, three toy shows and a 30-minute fireworks show. With more than 2,500 cars, this Lehigh Valley festival is one of the country's largest antique and classic car shows. Twelve Falcons were on the show field and ten of them were Keystone Chapter members. Those members and their Falcons who attended included:

Jeff Wied • 1968 Blue Four-Dr. Futura Sedan

Bruce & Joan Kichline • 1965 Mango Tango Ranchero

Frank & Ginny Servas • 1965 White Four-Dr. Futura Sedan

Ted Carman • 1968 Green Four-Dr. Futura Sedan

James & Amy Ogram • 1964 Green Ranchero

Bruce & Pam Wolfe • 1963 Yellow Futura Convertible

Ed Snyder • 1964 White Four-Dr. Station Wagon

Andy Brown • 1967 Green Four-Dr. Sedan

Daniel & Rhonda Haines • 1964 White Futura Convertible

Ike Blair • 1964 Green Futura Convertible



LB SMITH FORD SHOW October 2018

The weather in the morning held down the attendance of the 18th Annual Ford Show in Lemoyne, Pennsylvania. As the day went on the skies brightened and the Fords started rolling in. A little over 100 Fords were at the show, compared to previous years' attendance up to 140 Fords. LB Smith was prepared for the show with live music, food and lots of Fords. It was a nice day to end the Keystone Chapter year. Members in attendance were Andy Brown, Jeff Weid, Dustin Varvel, Dave Davis, Bruce & Joan Kichline, new KCFCA member Kris Kollar, Elvin & Henrietta Green, Glenn & Sandy Hoff, Jim Decker, Pat & Dianne Varricchio and Bruce & Pam Wolfe.



The photos in this spread are from
Falcon Club Keystone Chapter's
OCT/NOV 2018 Newsletter, *The Falcon Key*, Bruce Wolfe, Editor

Antifreeze and Coolant Care

Antifreeze, or “ethylene glycol,” performs many functions in the cooling systems of our vehicles.

It keeps the engine blocks from freezing solid and cracking in the colder climates, it assists in preventing boil over in warm or hot weather, and, its oil-based properties provide rust protection for the internal workings of the entire cooling system. So, keeping it clean and up to snuff can only be a plus any way you cut it.

Whatever your adverse weather conditions (cold or hot) it's time to check the coolant level, concentration, and condition.

The coolant level needs periodic inspection because a low level can lead to possible boil over and poor heater operation during cold weather. Most vehicle cooling systems hold about two gallons—so any fluid loss could lead to overheating. Caution: NEVER remove a radiator cap with the engine hot! Severe burns can be the result!

The strength of the coolant must also be checked to make sure it contains the proper mix of water and antifreeze. For cold weather, a 50/50 mix of water and ethylene glycol will provide freezing protection down to -34° F.

Antifreeze/coolant also provides boil over protection. A 50/50 mix of water and ethylene glycol can handle engine temperatures up to 225° F with a 15-psi radiator cap.

After the engine temperature has cooled down and it's safe to remove the radiator cap, use the proper coolant tester (these are available at most parts stores and are inexpensive) to verify a proper mix of coolant.

When was the last time you flushed the cooling system? If it's like most occasional drivers then you're probably ready for the service. Many of today's shops have flushing equipment that can do an adequate job of getting the old system cleaned out and back in shape. But, keep in mind that if a cooling system is allowed to remain unchecked for many years, no amount of flushing will remove all of the buildup.

It's also important to know that most cooling system flushing equipment works on air pressure, and that pressure is what moves the cleaning mixture throughout the engine, radiator and heater core. On older and weaker systems if this pressure is not kept at or below the working pressure of your specific cooling system, it can further stress the system components and create leaks. If you take your car to a shop that offers a cooling system flushing service, ask the technician to keep the system pressure at, or slightly below the minimum.

—The Desert Flyer, Arizona FCA Chapter Newsletter

Under no circumstances should an “Extended Life” antifreeze, which utilizes Organic Additive Technology (OAT, H-OAT, or N-OAT) as one of its chemicals, ever be used in cars over 10 years old. It attacks the gaskets and gasket cements in our cars, causing major leaks and forcing ultra-expensive repairs. The “Silver Ghost Association” Rolls Royce people have documented massive cooling system failures apparently caused by this anti-freeze product.

Antifreeze that can be used safely in our cars uses older-fashioned Inorganic Additive Technology (IAT) additive.

You cannot tell by the color of the antifreeze if it's safe to use. Also, the product may be labeled “Safe for Older Cars”—meaning 10 years old at most. Avoid any “extended-life” antifreeze. None of us wants to pull and rebuild our car's engine.

— Buick General forum



Q: How do you make antifreeze?

A: Steal her blanket.

When shopping for antifreeze, begin by reading the label to make sure it's formulated for older cars. You'll likely find it to be green, the de facto color for traditional antifreeze. Therefore, if you're looking down the radiator cap of your classic to figure out what's in there, you can assume green is good.

The next question is whether the antifreeze in your classic is still working properly. Color is a good starting indicator again. Remember this: green is good, brown is bad. But if it's green, don't stop there: Buy an inexpensive antifreeze specific gravity tester and test the antifreeze to determine whether it's still appropriately diluted for the protection you need. Generally, the best dilution is 50 percent water and 50 percent antifreeze.

What about age and maintenance? A good flush at five-year intervals will keep your cooling components clean and working at their optimum potential. It's never a bad idea to put a tag somewhere near your radiator cap with the date of the last flush and antifreeze replacement. You should check your coolant level several times a season to ensure none is leaking.

— Carl Heideman, Hagerty.com



**El Falcon pasa
por 2.250 controles.**

**Por eso
un Falcon
sin problemas
no es cuestión
de suerte.**

En FORD no dejamos nada librado a la suerte. Cada una de las piezas que componen un FALCON pasa por un estricto control de calidad antes de armarse. De esa manera 2.250 controles garantizan seguridad de resistencia y funcionamiento. Y después de terminado, un auto tomado al azar es sometido a los esfuerzos más duros. Mucho más de lo que usted podría exigirle en 20 años marchando a toda potencia por caminos agotadores. Recién entonces damos el visto bueno. Que un FALCON salga bueno no es cuestión de suerte. Es costumbre. Por eso los elogios más entusiastas los recibirá en el año 2000. No es la primera vez que un modelo FORD es elogiado durante medio siglo.



**FALCON:
el Ford T
del año 2000**

*Argentina Falcon ad from
INTERNATIONAL FORD
HISTORY PROJECT*

COLLECTING FALCON

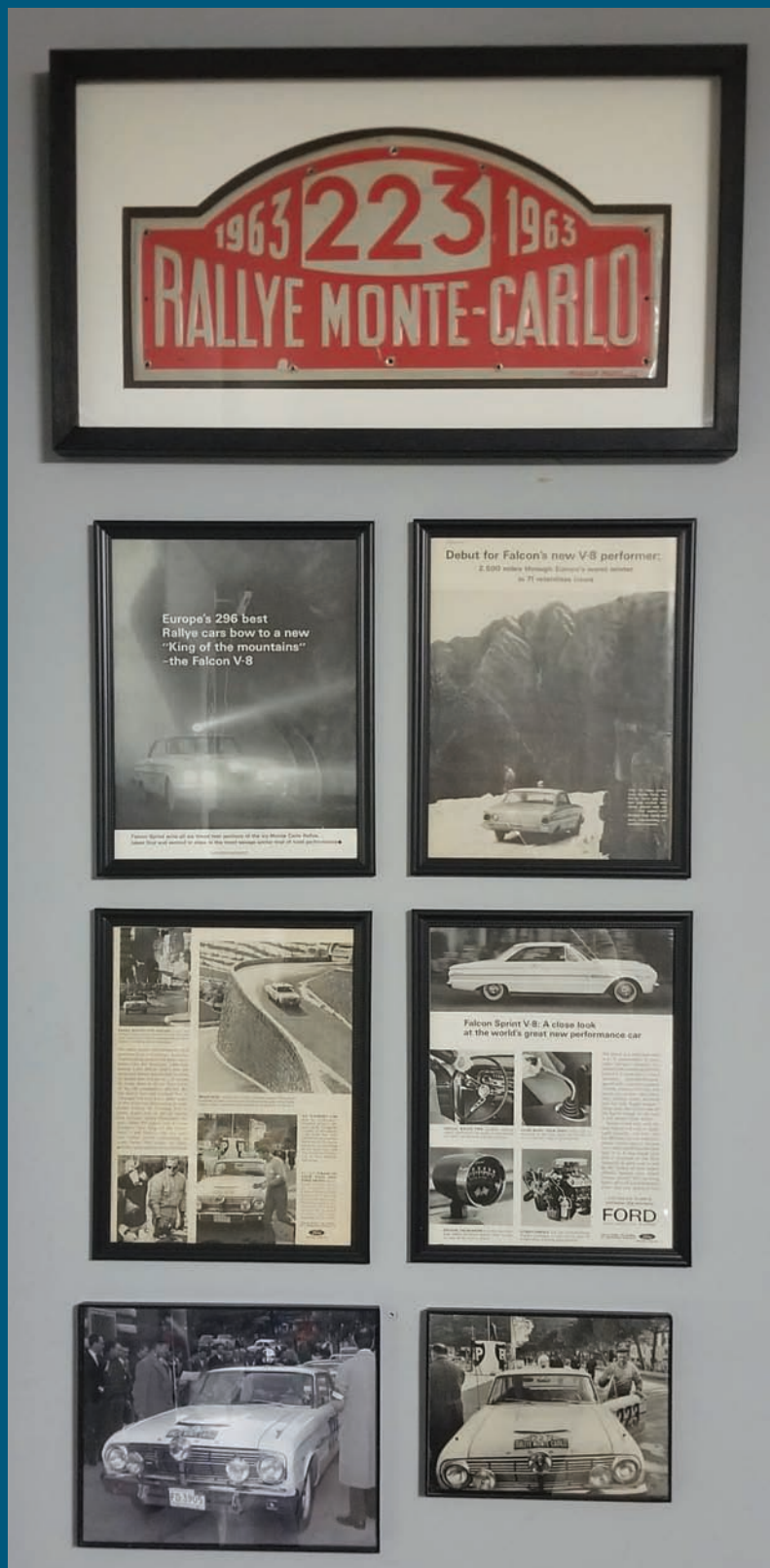
As an avid Ford Falcon enthusiast, I am always on the lookout for cool memorabilia related to our three Falcons. I'm continuously scouring eBay for original Ford marketing pieces or photos and adding them to my "Wall of Fame" as I call it. Over the past couple of years, I've accumulated quite a collection of mementos about the 1963 Ford Falcon Convertible, Hardtop, and the Squire Wagon.

Up until recently, my favorite piece of memorabilia was a pristine promo model of the 1963 Falcon Convertible with matching box. I think the idea that car manufacturers would send promo models to potential buyers is super cool and I would have loved to get one in the mail. However, recently, while searching on Google for information on the 1963 Monte Carlo Rallye, I came across something very cool that may have taken its place.



As a proud owner of a 1963 Sprint Hardtop, I've always been fascinated with the Monte Carlo Falcons. I even devoted a small part of the Wall to the 1963 Monte Carlo Rallye. Ford entered three of their newly released Falcon Sprint Hardtops in the rallye that year. Of the three Falcons introduced, the Falcon that made the biggest impression was the No. 223 car driven by Sweden's Bo Ljungfeldt.

—Continued on page 12





Bo Ljungfeldt and the 1963 Monte Carlo Rallye

The Falcon Sprint (#223) entered into the 1963 Monte Carlo Rallye was driven by Bosse Ljungfeldt. Gunnar Haggbom was the navigator. The Monte Carlo Rallye was held in January, and European winter conditions were brutal. The Rallye started on a beautiful sunny day, but the weather quickly changed to blizzard conditions.

Some would claim that the “real” Rallye began on the final leg from Chambéry to Monaco. This is where six “special” rallye stages began with six all out speed runs. This is where Bo and his Falcon Sprint convincingly beat the competition.

Bo Ljungfeldt and his Rally Falcon won all six of the special speed stages. This was the first time that one team won all of the special stages. Bo won the special stages despite the overzealous handicap placed on the Falcons due to their V-8 engines. During the final leg of the rallye, Bo finished four minutes and 24 seconds in front of the overall winner of the rally—Erik Carlsson in a Saab.

Overall, the Falcons did not fare too well in the final standings. Despite the great showing by Ljungfeldt in the special speed stages, it did not make up for the time previously lost due to a failed clutch.

Bo Ljungfeldt and his Navigator Gunnar finished 43rd overall. The other remaining Falcon team of Peter Jopp, and Trant Jarman, placed 35th overall, and first in their class. With the first in their class, coupled with Bo's spectacular finish in the special stages, Ford had something to brag about in their advertising for the new Falcon Sprint.

Bo Ljungfeldt went on to pilot a 1964 Falcon Sprint at the '64 Monte Carlo Rallye and finished second overall. Bo Ljungfeldt was one of the greatest driver's ever to pilot a Falcon!

—Al Aiello (FCA #2502)



CHAPTERS BY REGION

PACIFIC REGION

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923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER BAKERSFIELD, CALIFORNIA

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5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
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COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar-Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

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San Lorenzo, CA 94580
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MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
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831-438-8268
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Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly Jan-Nov
Go to rainierfalcons.com for more information.

RIVER CITY FALCONS CHAPTER SACRAMENTO, CALIFORNIA

John Roman
910 Cottonwood Street
Woodland, CA 95695
530-383-4734
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS FOR FUN CHAPTER, SANTA ROSA, CALIFORNIA

Greg Allen
1515 Maria Place
Rohnert Park, CA 94928
707-478-6324
Meet first Thursday monthly

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
Meet second Sunday even numbered months, Hill Street
Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

NORTH CENTRAL REGION

Regional Director Jack Ellis
17860 168th St., Basehor, KS 66007
816-806-1806

BEEF STATE CHAPTER

Rodney Gerdes
807 Elmhurst Dr., Papillion, NE 68046
402-306-2507
Contact rgerdes4@cox.net for details

GATEWAY CHAPTER ST. LOUIS, MISSOURI

Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
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LAKE MICHIGAN CHAPTER

Tom Washburn
16675 Orchard Valley Dr., Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER

Charles T. Mans
P. O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY

Jim Boyer
jlbmac357@gmail.com
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Meet first Thursday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS

Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER

Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
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Northline Road, Southgate, MI 48195

GREATER OZARKS CHAPTER

Currently Inactive. For Club information, contact Regional
Director Jack Ellis, 816-806-1806

SOUTH WESTERN REGION

Regional Director Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

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Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net
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CAPITAL CITY CHAPTER, AUSTIN, TEXAS

Kevin Bice
702 Barton Blvd., Austin, Texas 78704
hub@capitalcityfalcons.com
512-879-1653
capitalcityfalcons.com
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HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

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SOONER STATE CHAPTER OKLAHOMA CITY, OK

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Regional Director Kent Whisenand Jr.
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ARIZONA CHAPTER, PHOENIX

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Flagstaff, AZ 85014
928-527-1056

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Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888
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WILD WEST FALCONS CHAPTER

Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
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SOUTH CENTRAL REGION

Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS

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Mike Sigler
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Gulfport, MS 39503
228-596-9160

Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

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BLUEGRASS CHAPTER, LOUISVILLE, KY

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Cary Loupe
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Prairieville, LA 70769 • 225-445-4488

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Regional Director John Howard
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513-312-8799

ERIE CANAL CHAPTER, AURORA, NEW YORK

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Cowlesville, NY 14037
Meetings TBA

HOOSIER CHAPTER GREENWOOD, INDIANA

Dan and Jan Brancolini
2112 Wood Stream Dr.
Avon, IN 46123 • 317-374-3580
Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr., Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

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Green Lane, PA 18054 • 215-234-8833
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NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
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OHIO VALLEY CHAPTER TRENTON, OHIO

John Howard
3955 Tolbert Rd.
Trenton, OH 45067 • 513-312-8799
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

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863-206-1990; shirawd@aol.com
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Meet second Sunday of March, June, September,
December. See website for locations.

COLLECTING FALCON

Continued from page 8

A few months ago I came across a website where the owner and avid rallye enthusiast, Steve McKelvie, claimed that he had the original Monte Carlo Rallye plate from the No. 223 car. According to the story, It was purchased in an antique shop in Maryland in the early 1980s and just hung on a wall in the buyer's house as an interesting trinket. Several years ago the owner had moved to England but left the plate at his sister's home in Maryland. The owner eventually became curious about the plate and looked up who might have had that number. The owner contacted Steve in late 2017 because of his interest in the rallye Falcons and offered him the chance to buy the plate which he did.

After finding the website and reading the article, I reached out to see if he would consider selling the plate. After several months of going back and forth he eventually agreed to sell it to me and I now own it. I am very proud to own this piece of Ford Falcon history. Although the three Falcons are no longer available, I think it's the next best thing.

For now, it's hanging in a frame on the "Wall of Fame." In the future who knows where it will be. I've reached out to Jay Leno, who also owns a 1963 Sprint Hardtop, and The Henry Ford to see if they had any ideas on how to better display it, but I haven't back from either party. Who knows, maybe I'll win the lottery and I will create a replica of the No. 223 car and place the plate on the front where it belongs.

—John Lissandrello (FCA #15402)
Morgan Hill, California

- A total of 10,479 Sprint hardtops were built for the 1963 model year, more than double the number of ragtops. 1963½ models were later introduced including the Sprint hardtops and convertibles.
- The hot new Sprints included the first V-8s to ever appear in a production Falcon. The V-8 had 260 cubic inches and 164 horsepower.
- Standard equipment on the new Sprints included: special Sprint moldings and trim, simulated wire wheel covers, bright-metal packer panel molding, tachometer, chrome dress-up for engine, simulated wood-grained steering wheel, and a unique muffler and air cleaner.

MEMORABILIA



Jay Leno with his own 1963 Sprint Hardtop. He added a "Monte Carlo brace" to reduce chassis flex, Hella rally lights, and sports period-correct aftermarket gauges. The battery was moved to the trunk for better weight distribution.

Original ad for the 1963½ Falcon Sprint

Presenting the '63½ Falcon Sprint—and we mean sprint!

Tuck 164 strong V-8 horses into Falcon's compact chassis, top it with a sleek "scatback" roofline and—zip! Here's a brand-new brand of performance. Bucket seats, wire wheel covers, eye-level tachometer, console, special trim and "rallye" steering wheel, all are standard . . . and at a very Falcon-like price!

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Want the full story on all the Ford performance options? Send for "Hot New Options on Ford's Giant Horses," M.H.S. 1, Dept. 5, P.O. Box No. 387, Dearborn 32, Mich.

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City: _____ State: _____

CALENDAR OF EVENTS

MARCH 29–30, 2019

**11TH ANNUAL SOUTHERN COAST
REGIONAL PENSACOLA, FL**

Hosted by Southern Coast Chapter

APRIL 5–6, 2019

**TEXAS REGIONAL
TOMBALL, TX (HOUSTON METRO)**

Hosted by Third Coast Chapter

Registration form on wrap

JULY 11–13, 2019

FCA NATIONAL, WINTER PARK, CO

Hosted by Mile Hi Chapter

Registration form on wrap

AUGUST 16–17, 2019

NORTHEAST REGIONAL, WARWICK, RI

Hosted by Northeast Chapter

SEPTEMBER 6–7, 2019

**MASON/DIXON GETTYSBURG REGIONAL
EMMITSBURG, MD**

Hosted by Mason/Dixon Chapter

OCTOBER 3–6, 2019

TENNESSEE REGIONAL, TOWNSEND, TN

Hosted by Tennessee Valley Chapter

To be included in our Calendar of Events and listed on our website,
be sure and send your upcoming FCA event information to
fca.editor@yahoo.com and admin@falconclub.com.

40TH ANNIVERSARY NATIONAL MEET



**FCA National Meet
July 11–13, 2019
Winter Park, Colorado**

Register online at falconclub.com

CORRECTION



In the December 2018 issue, this 1962 Falcon pictured on page 20 under Class EE had the wrong name shown below it. The Class Winner's car belonged to Eugene Cullum. Congrats to Eugene and sorry for the mixup!

**Visit Falconclub.com
for events and
technical articles**

Use password **imFCAiwi!** to access tech
articles and membership directory.

FALCONS FOR SALE



Rare Classic 1962 Ford Falcon two-door Station Wagon Street Rod. Rust-free Colorado car, new paint inside and outside, new headliner, carpet, radio, upholstery, five-lug wheels, V8, Hurst floor shifter. Re-chromed bumpers, runs great, all glass is good. More pictures on Minneapolis Craigs List. Free storage for the rest of this winter. \$16,500 OBO. Ron 612-719-3060 or ron.lofgren@yahoo.com. MN. 180210

1962 Falcon Ranchero six with three-on-the-tree. Car is rough, 100K+ miles, mostly complete, disassembled, no floor, hail damage, original title. \$500 offer or trade. Contact Don at autobodyoc71@gmail.com. CO. 190299

1963 Falcon Futura Convertible, six-cylinder, 144, four-speed older restoration, 75,000 miles. Asking \$7,500. Pictures on request. Call Donald at 732-557-0886. NJ. 190299



1963 Falcon Futura Convertible, red on white, 78,000 miles, three-speed automatic, 200 CI six. Excellent condition and drives well. Always parked in a garage. \$15,000. Jane at jisage@sbcglobal.net, 916-489-4933 or 916-607-7773. CA. 190107



1963 Falcon Ranchero, Teal and Pearl, custom airbrushed paint, inside and out. Airbrushed mural on aluminum Tonneau cover, 302 V8, C4 auto, dual exhaust, buckets and console. Chrome Ford GT wheels, Dolphin gauges in Billet aluminum cluster, excellent mechanicals and very solid body. Other pictures available. \$19,500. Call Barry, 585-889-4259, Halfpete@Rochester.RR.com. NY. 190112



1963 Futura convertible—Dependable ride; needs nothing! 170 three-speed. Stock. New interior and top. Painted from bare metal. New Clutch. three-core radiator, larger sway bar, alternator, more. Email for pictures; it was in the April 2016 National Magazine, and two movies. \$20,000 OBO. Mark, 508-280-8046, wecamp1@comcast.net. MA. 180203



1963 Ford Falcon Futura convertible, primed, six-cylinder automatic. Many new parts, \$3,750. Contact Kevin Hicks at Georgia.hicks@sbcglobal.net, 830-708-9293. TX. 180210

My father has gone to an assisted living home and has a 1964 Ford Falcon Sprint 260 V8 four-speed bucket seat convertible we would like to sell. It has been in storage and runs but needs restoration. We feel it is in fair condition. Call if interested. Craig Bergman, 817-727-9279. TX. 190219



1965 Falcon Station Wagon with 351 Ford Windsor engine, Air Flow Research aluminum heads, hydraulic roller cam, and Holly Street Avenger Carb. MSD distributor and ignition 6A box and coil. C4 transmission, Gear Vendors overdrive, Ford nine-inch rear end with 3.50 Tru Trac gears. Gauges for oil, water, volts, vacuum, tachometer, air fuel monitor. Flowmaster mufflers with heat shields. Good tires, good glass and very strong! \$15,000 OBO. All reasonable offers considered. Leon Torgerson, 503-429-7105, leetorger@yahoo.com. OR. 190103

PARTS FOR SALE

Lots of parts for 1960–65 Falcons including rear curved glass for station wagon, doors, windows, fenders, hoods, trunk lids and chrome. Nice 1965 Mercury Caliente grille. Inner and outer windshield chrome, vent windows with chrome, side moulding for 1963/1964/1965. Much more. Bob, 806-683-3550. TX. 190299

ALL NOS: C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing, \$95. C0DZ-3049-A, upper ball joint spindle support, \$65. C0DR-7A039-B, transmission ext. assembly, \$75. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DZ-1126-B, rear brake drum, \$130. C0DF-13206-B, front park/turn

signal lamp housings, \$200 for the pair. C0DF-5630-C parklamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DZ-1126-B, C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal plate, \$30. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 190207

Borg-Warner T-10 rebuilt four-speed transmission for 1960 to 1965 Falcon. Eight-bolt main case (wide and narrow pattern) with the correct Falcon shifter tail housing, 28 spline output shaft, totally rebuilt by “Cajun Jon,” a reliable re-builder in the southern portion of the United States, it has excellent gears, major rebuild kit utilized (all bearings, brass and small components), new improved shifter sliders (will not jump out of gears). This transmission will bolt to 260 through 351 engines. It can be delivered to the Texas Regional in Houston or the FCA Nationals in Colorado. \$795. Email russell.welty@yahoo.com. TX. 190209

Dagenham four-speed transmission was rebuilt 20 years ago and then sat on shelf. For sale \$400 OBO. John, 201-757-6583. NJ. 190211

1960–63 Ranchero right rear quarter panel C0DB-6627846-E, \$850. 1969–70 right front fender C9DZ-16005-A, \$350. No shipping. Brian Gatzow, 262-781-5392, bdgtzw@aol.com. WI. 190203

Luggage rack for Falcon or Fairlane through 1965. Very nice condition. \$275 plus shipping. Call Steve, 360-430-0143 WA. 190203

Parting 1960–65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. WA. 190118

—Continued on page 18

Originally I became a Falcon fan as I was researching affordable vintage cars online. The Falcon looked stylish and I loved the square design and round lights. It looked like it could be a parked car in the background of a Hitchcock film or something a '60s gangster would drive. I fell in love with the shape immediately and started my hunt. Mustang's are all over the place here in Los Angeles, so I preferred the idea of something less obvious.

Three years ago, I ran an advertisement in *The National Falcon News* for a Falcon Hardtop, but strangely before I received the magazine I got a call from a nice lady called "Valentine," who mentioned she'd seen a lovely Falcon Sprint in Colorado and that I should buy it. It was quite an unusual



My 1964 Falcon Project

By Jamie Davis

call and I promised if I was to buy it I would call the car 'Valentine' as a thank you. That's the beginning of my story. I bought many of its parts through advertisements in this magazine—so I consider it very much a Falcon magazine car!

My 1964 Falcon project is now complete. Brandy's did all the work. After finalizing the purchase, I had the car shipped from Colorado to Brandy's Auto Body, where they found it was in pretty good condition, with one odd exception. Someone had filled rust holes in the floor by gluing coins in them.

I chose Brandy's because during my online hunt, I'd seen a Falcon featured at mustangandfords.com where they had done the restoration. It had turned out looking like an amazing resto-mod to me, and one I wanted to use as a model for my own car.



On left is the way the car looked when I purchased it in Colorado.

On the right, you can see the coins that had been glued into the floor's rust holes.





I didn't really know anything about cars but I am a design and visual snob, so I worked with Brandy's to build me an everyday driver. It has a 1987 Mustang V8 High Output engine and transmission from a donor car we also bought. It's been a great process learning, watching hours of vintage car shows on TV and a wonderful chance to build something fully customized to my taste. It was a massive undertaking, two-and-a-half years and tens of thousands of dollars, but it will stay in my family for years.

I'm 40 years old and a musician. I was born in London, England and lived there until I was 34, when I moved to Los Angeles where I have been living since. I formed a Beatles cover band called "The Jaded Hearts Club"—a supergroup made up of members of well known bands such as Muse, Blur, Nine Inch Nails, Jet, etc. In March we played a show and Paul McCartney joined us onstage for two songs—"I Saw Her Standing There" and "Helter Skelter." If you are interested, there is lots of footage and news about it online.

—Jamie Davis (FCA #15534)
Los Angeles, California



This was the car I saw online that introduced me to Brandy's Auto Body—mustangandfords.com/featured-vehicles/mdmp-1207-1964-falcon-sprint-striking-it-rich/.

—Continued from page 15

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,699. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1962/1963 NOS Falcon cowl top, \$199. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1965 NOS Falcon back-up lamp kit, Part #C5-DZ-15449-B, Wagon/Ranchero, \$399. 1964 NOS Falcon lens, Part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no-back-up, \$125. 1965 NOS Falcon lens, no-back-up, \$125. NOS 1964/1965 Falcon Sprint 14" spoke spinner wheel covers, \$500. 1963/1964/1965 Falcon Sprint California air cleaner with PVC tube on the top, \$399. 1963/1964/1965 Falcon Sprint air cleaner, \$135. 1963/1964 Falcon Sprint steering wheel, \$395. 1963/1964/1965 Falcon bucket seats, black, usable or recover, \$950. 1963/1964/1965 Falcon bucket seats, red, \$1,150. 1963/1964/1965 Falcon/Comet four-speed shifter with knob, \$199. 1963/1964 Falcon/Comet T-10 four-speed, \$695. 1963/1964 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963/1964/1965 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963/1964/1965 Falcon/Comet six-cyl. valve cover, black or red powder coated, \$125. 1963 Falcon spears, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat with a 1965 Falcon Ranchero monster truck on it, 20"x17," \$155. 1964/1965 Falcon/Comet console bracket (reproduction) \$125. More NOS, used and Scott Drake Reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 190202

PARTS FOR SALE: 1960–63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set; 1962–63 stainless Squire gas cap, NOS, no box, \$195; 1962–63 hood scoop excellent used condition, \$200; 1963 "deluxe" fender spears, three sets: \$75–\$150 per set; 1962–63 fender top ornaments, restored, \$75–\$100 per pair; 1960–61 Comet dash clusters, nice chrome, original and complete, \$195 each. 1960–65 V8 motor mounts, frame mounts, bolts, "C" brackets and heat shields, \$200, eight pieces: five-bolt 14" stock Falcon/Fairlane wheels, \$50 each, a set of five for \$200; four-bolt 13" wheels, \$25 each, set of five for \$100.

1960–65 Falcon jacks, restorable, \$100 set of four pieces; '60–65 four-door sedan doors, stripped or complete, no rust, \$100–\$200 each. 1960–65 Station Wagon tailgate cranks, good used condition, new keys, \$250–\$350; 1960–62 two-speed electric wiper change-over, complete, \$250; 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working \$295. 1968–70 LR taillight surround, excellent used condition, \$95; '68–70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125; L/R front fenders, near perfect, \$300 each; excellent hood, \$300; dash cluster, great shape, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg at lpbroadband.net or 970-593-1964. CO. 190214

Don Branson's 35 year collection of good used parts for 1960–69. Hoods, \$75; doors \$75; grilles, \$150–800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome, seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 636-228-4501, forwards to cell 636-357-8522, or email jlwbanson@mail.win.org. MO. 190225

PARTS WANTED

Falcon 289 HiPo Exhaust Manifolds, 1965 Falcon Wagon S.S. roof mouldings. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 190202

Restoring 1965 Falcon Ranchero Delux, need NOS grille, dash chrome molding, drip rail mouldings, die moldings (single), bed edge stainless with moldings. Contact Don, autobodydoc71@gmail.com. CO. 190299

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416; 314-480-2556 or kslitteken@aol.com. 190207

MISCELLANEOUS FOR SALE

1960, 1969, and 1970½ features and specifications similar to what are available for 1963–66. These are NOT commercially available! I am making them available to recoup investment for FCA Technical Library. You will receive a REPRODUCTION of original document. \$8 includes shipping vis U.S. Mail). Wally Tirado, 7101 Sharps Dr. Plano, TX 75025, 214-215-7485 or wally@wtirado.com. 190207

Shop Manuals by Ford: 1960–63, \$34.95; 1964–68, \$49.95 each; 1969–70, \$59.95 each. 1963 Owners Manual, \$14.95. Part Interchange Manual, 1960–65 or 1963–70, \$39.95 each. Falcon 140 page Road Test book, 1960–70, \$19.95. Hardcover Falcon History book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. 180299

Has anyone talked to, Bill Gaborko, Cherry Valley CA or Kenny Overmiller, CA? If so, please let me know if they are alright, Thank you. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com.

Is anyone interested in forming a Capital Region New York Chapter of the Falcon Club, Please let Vic Falcone, 518-355-7756 or vfalcon64@aol.com or Tom Massarelli know. Thank You.

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We'd like to wish a warm welcome to our new members. It's great having you as a part of the Falcon Club of America.

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13961 Lonzo Dr
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Larry Helscher
4915 Lauderdale Ave
La Crescenta, CA

—Continued on page 22

NEW MEMBER SPOTLIGHT

Bob Kurmis (FCA #15875) is one of our newest members of the Erie Canal Chapter. He jumped right in by offering to be our new Webmaster and create our new Website. Without any warning, Bob found himself becoming the Chapter's Secretary and Newsletter Editor as well. Bob is an example of the type of person that keep our chapters and the FCA going as well as they do.

He and his wife Anna, their children Katie and Dominic live in Spencerport, New York. They have owned their 1963 convertible for 11 years. It needed some work to get it roadworthy, but has proven to be a very dependable daily driver for Bob over those last 11 years.

His interest in Falcons began over 15 years ago while working at The Gleason Works with Bob Passino. In the course of working with him on many projects, Bob P. would share his Falcon knowledge with him while he smiled and listened. You see, Bob Kurmis was a die hard Chevy guy, so those conversations for a bit one-sided. Bob P. would repeatedly say, "One day you will own a Falcon." He turned out to be right.



Bob, Anna, Katie, and Dominic Kurmis

Both he and Anna work at Jackson Welding Supply in Rochester. On most days you can see his '63 parked out in front.

—Bob Karpenko (FCA #6994)
Middleport, New York

Editor's note: Thanks Bob for your volunteer spirit!

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Continued from page 20

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February 2019 The National Falcon News 23

Board Member Richard Harrington (FCA #12563) has served the Falcon Club of America in many capacities over the years. He is a valuable contributor to this magazine as his technical articles are a regular feature that offer advice and knowledge to many Falcon enthusiasts. He can be found at local, regional and national meets both listening and talking with owners about their cars. You may recognize him by his familiar tan bucket hat.

“Dick” as most of us know him, was born in Worcester, Massachusetts and moved to Syracuse, New York when he was young. A mutual friend introduced him to another Syracuse-native at college in Delhi. He married her—his wife Linda—in May 1971. Linda said, “I actually heard about his first car before I met him. It was a black 1963 Sprint hardtop. and it was a special car.” After spending their first six years of marriage in Fort Lauderdale, Florida, they returned north for Dick to take a teaching job in Delhi, New York. Dick is now retired from his career as an Engineering Department Professor at SUNY Delhi. He holds Bachelor of Science, Technical Education from SUNY Oswego, Master of Science, Wood Products Engineering from SUNY ESF/ Syracuse University. He is also rumored to be a “Cuse” sports fan. Linda is also retired from SUNY Delhi. They are members of the Mason/Dixon and Suncoast Chapters of the Falcon Club of America.

Dick and Linda have two daughters, Rebecca and Lindsay and one grandson, Eli. After paying off the bills of the second daughter’s college education, Dick decided he wanted to find a car like his original black ‘63 hardtop. He had no luck finding what he was looking for but instead purchased a dark green 1965 Mercury Comet. That began his old car hobby.

Still Dick really wanted a Falcon. He found a red 1963 Sprint convertible which currently resides at their home in Florida. That way there’s always one to drive around

and go to shows in when they are in Florida. Still, Dick yearned for that black Hardtop. He eventually found one and completely restored it. And, of course he painted it black. You’d think that would be the end of the story, but he also found a Ranchero, which he also totally restored.

Why a love for the Ford Falcon? It was the first car he bought as a teen. It was the car he had when he and Linda met. “I can still remember riding in that car and parking in that car. I imagine it was the car he first learned how to work on too,” said Linda. Dick and Linda split their time living in both Delhi, New York and Titusville, Florida.

We appreciate all Dick does to promote our club, our cars, and for his willingness to share his vast technical knowledge about Ford Falcons with us.



Dick can often be found exploring and checking out interesting technology—old and new. Here he is in a flight simulator at the McClellan Air Force Base Museum while at Sacramento Nationals.

Below: Some of the interesting signage at Fitch’s Covered Bridge outside Delhi, New York.



The back view of the Harrington 1963 1/2 Sprint Hardtop overlooking the lush and beautiful New York countryside.



FITCH'S COVERED BRIDGE — DELAWARE COUNTY, NEW YORK

Fitch's Bridge was originally built in 1870 by James Frazier & James Warren and is listed on the National Register of Historic Places. It was moved to the present site in 1885, where it crosses the West Branch of the Delaware River, east of Delhi, south of State Route 10. It is one of six covered bridges in Delaware County and is owned and maintained by Delaware County. The other three bridges are privately owned.



This 113-foot-long, single span structure incorporates the Town lattice truss design. The original cost to build the Fitch's Covered Bridge in 1870 was \$1,900.

When originally erected in Delhi, it was built to carry traffic on Kingston Street across the West Branch of the Delaware River. Around 1885, when a new Kingston Street bridge was required, David Wright and a few frugal town officials dismantled the lattice truss bridge, carefully marking the timbers, and transported it by wagon three miles further upstream. One can still see the letter-and-number markings on the old lattice timbers. Mr. Wright did not want any mistake made about which were the top chord pieces, so they were painted with the word "Upp." He also found it handier to re-erect the bridge to face in the opposite direction from which it had stood in Delhi. As a result, all the timbers marked east are on the west side and vice versa. These markings can still be seen today.

Rehabilitation of the bridge began in the spring of 2001, with the work being done by Delaware County's own craftsmen. During the 2001 rehabilitation, three diamond-shaped windows were added to each side of the bridge to allow light into the interior. The bridge was also put back to its original length of 113 feet. A wood-en-shingled roof and natural wood siding were also new to the Fitch's Covered Bridge.

The Falcon 448

By Jeff Schira

Most of you know of the Oldsmobile 442, but did you know that Ford made a Falcon 448? 448 is bigger than 442, so this must be a special Falcon. So, what in the world is a Falcon 448? Let's do the math.

Start with a four-door sedan.



Just in case you do not believe me, check out this door tag.



Add a T-10 four-speed.



Decoding the door tag:

Model Series = Falcon four-door Sedan
Engine = 289 Cubic Inches V8 (2V)
Body Type = Falcon Futura Four-Door Sedan
Exterior Color = Wimbledon White
Upholstery Color = Red Sierra Vinyl
Date Born = 13 February 1965
Transmission = Four-Speed Manual Transmission
Axle = 2.80:1
DSO = San Jose
Assembly Plant = Lorain, Ohio

Finish with a 289 V8.



The car was sold new and spent its entire life in San Luis Obispo, California. I just got this car in, and I have two other cars to work on before I get to this one.

Updates will be coming but will be a few months from now. Stay tuned.

—Jeff Schira (FCA #6235)
Mansfield, Texas

Now you have a Falcon 448.

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1963

- ◆ The biggest news from 1963 was the assassination of President John F. Kennedy in November, elevating Lyndon Johnson into the role of president, and then assassin Lee Harvey Oswald was murdered two days later by Jack Ruby.
- ◆ Average cost of a new car \$3,233; Falcon four-door Sedan \$2,047; Hardtop Coupe \$2,198; Sprint Hardtop Coupe \$2,603; Convertible \$2,470; Sprint Convertible \$2,837. Filling it: \$0.29/gallon.
- ◆ The U. S. Postal Service launched the ZIP Code (Zoning Improvement Plan).
- ◆ Troubles continued to rise in Vietnam where Viet Cong guerrillas had killed 80 U.S. advisers.
- ◆ The campaign for civil rights continued with violent reactions in Mississippi, Virginia and Alabama where Martin Luther King, Jr. was arrested.
- ◆ Films at the box office included "The Birds" and "The Great Escape" and popular TV programs were "The Virginian" and "Lassie."
- ◆ In music, it was the beginning of Beatlemania after the release of "I Want To Hold Your Hand/I Saw Her Standing There."

Letter to the Editor

I enjoyed the latest issue of *The National Falcon News*. I particularly liked the references to the “Wizard of Oz” movie and all things Kansas—since the July 2018 National Meet was in Wichita, Kansas.

Although I was unable to attend this year, I had already found special meaning for my Falcon and me during past trips west from my home in Delaware. I have drive the Mother Road—Route 66—in my 1964 Dynasty Green Falcon Sprint, including the section in Kansas. A few years ago I happened to meet a lady that was a near perfect match for the Wicked Witch of the West from the movie. I invited her to be photographed with my Falcon and she readily agreed. My car, the Witch and the Yellow Brick Road are pictured above. I really liked the photo and thought I might share it with you and the rest of the magazine readers.

Best regards,

Tom Lauppe (FCA #365), Middletown, Delaware

Editor's Note: Thanks Tom for the letter and for sharing this with us! It definitely fit our 2018 Nationals theme.



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